



Michigan House Transportation and Infrastructure Committee

May 16, 2017

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Who is MAAE?

The Michigan Association of Airport Executives (MAAE) is the professional organization for airport executives throughout Michigan. The primary goal for MAAE is to assist airport executives in fulfilling their responsibilities to the airports and communities they serve. MAAE membership includes executives from large and medium size airports, as well as managers from smaller airports.



Airports in Michigan

Michigan's aviation infrastructure consists of 18 commercial service airports and 217 general aviation airports and public heliports. They all contribute to a robust and vibrant overall aviation system able to connect travelers, businesses and emergency responders.



Economic Impact

Aviation contributes more than \$22 billion annually to the Michigan economy according to data provided by the Federal Aviation Administration (FAA). Overall, scheduled airlines transported more than 38 million passengers in calendar year 2016 and delivered 1 billion pounds of air cargo/US mail annually.



North Country Aviation:

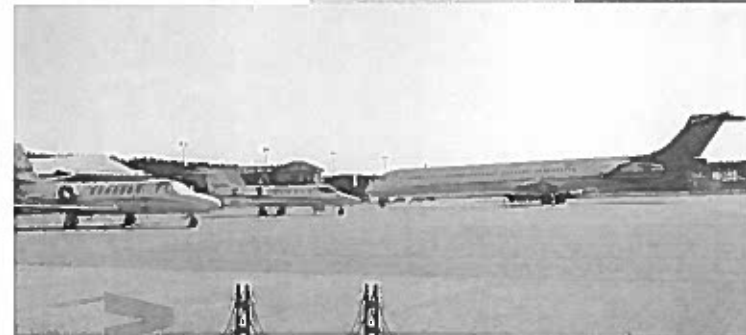
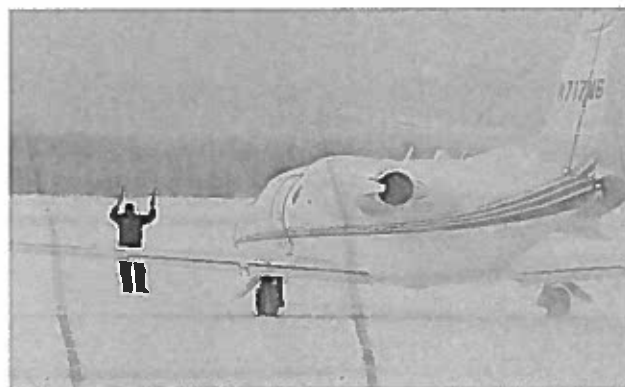
2016 moved 14,000 passengers and '2000 lbs' of Cargo. Fills 27,000 square feet of hangar space.

Martinaire/UPS & FedEx Cargo:

Almost 1,000 UPS shipment flights
FedEx Sorting Facility + 100s' of transient air traffic

Otsego County/GLR:

16 Rental Hangars and 29 Land Lease Hangars
Veterans Outreach and Airshow



Fly Lansing

Capital Region International Airport



LAN moved over
23,000 tons of cargo
in 2016

APPLE VACATIONS

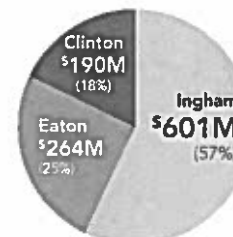
American Airlines

DELTA

UNITED



LAN served over 320,000
passengers in 2016



LAN has a \$1 billion Annual Impact on
Tri-County Economy



Funding is Critical

The primary source of funding for the Michigan Airport System has become antiquated.

- 1929 - 3 cent tax on aviation fuel. In 1946 a 1.5 cent rebate to airlines.
- 2015 - 2% of sales tax dedicated to the State Aeronautics Fund and Qualified Airport Fund as required by federal law.
- Tax Revenues deposited into the SAF and QAF are lower than the projected.
- The SAF impact is a reduction of \$1.9M in 2017 and \$1.2M in 2018
- The Airport Improvement Program is reduced by \$3.9 million



Airfield Pavement

State Aeronautic Fund - Is not adequately funded as the cost to construct and maintain airport infrastructure continues to increase. The State of Michigan monitors pavement condition using a measure termed Pavement Condition Index and is described on a range of 0 or failed pavement to 100 or excellent pavement. The overall PCI for the state's most utilized airports is 66.



Funding Needs

Infrastructure improvement over the next five years over a \$1.0 billion.

State funds currently do not adequately support operations which include:

- Airport Inspections
- Navigational Support/Weather Service
- Pavement Management/Maintenance
- Air Service Development/Fire Training
- Educational Programs

Need funding levels to be approximately \$25 million per year.

Currently, FY 2017 projects \$8.4 million in state revenue.